Statement

Plan allocation for construction, widening and repair of National Highways

(Rs. in Lakhs)

Sl. No.	Name of States/U.Ts	1996-97 Develop-ment (*)	Maintenance & Repairs	1997-98 Develop-ment (*)	Maintenance & Repairs (upto 9/97)*
1.	Andhra Pradesh	3028.24	3545.34	3500.00	3053.00
2.	Arunachal Pradesh	0.00	0.00	0.00	0.00
3.	Assam	1212.00	1006.87	2500.00	1985.55
4.	Bihar	1500.00	2193.95	2050.00	2659.77
5.	Chandigarh	24.00	45.00	30.00	49.00
6.	Delhi	400.00	207.00	800.00	124.20
7.	Goa	700.00	325.36	900.00	216.20
8.	Gujarat	2933.00	2731.50	3500.00	2382.94
9.	Haryana	10950.00	885.24	11400.00	772.34
10.	Himachal Pradesh	1200.00	1516.80	1700.00	1219.32
11.	Jammu and Kashmir	100.00	103.37	150.00	72.40
12.	Karnataka	3220.00	2457.80	3700.00	2260.90
13.	Kerala	5700.00	1073.27	6900.00	1461.11
14.	Madhya Pradesh	1020.00	3176.72	6000.00	1592.78
15.	Maharashtra	1920.00	3277.04	6800.00	3395.68
16.	Manipur	360.00	276.00	700.00	227.03
17.	Meghalaya	900.00	553.70	1500.00	554.54
18.	Nagaland	10.00	14.00	25.00	20.11
19.	Orissa	5685.00	1981.73	8500.00	1872.00
20.	Pondicherry	50.00	35.88	70.00	16.96
21.	Punjab	5700.00	1182.13	7700.00	1096.75
22.	Rajasthan	3050.00	2669.08	4400.00	2381.71
23.	Tamil Nadu	1905.00	2413.14	2500.00	1285.37
24.	Uttar Pradesh	7200.00	3377.40	12119.00	3469.19
25.	West Bengal	3608.00	2081.68	8200.00	1860.94
26.	Joggigapa Bridge	2790.00	0.00	1244.00	0.00
27.	Ministry	3208.00	0.00	10385.00	0.00
28.	BRDB	6300.00	0.00	7031.00	0.00
29.	NHAI	7178.00	70.00	20000.00	375.00
30.	Other Institution	0.00	0.00	0.00	13.00

*(Excluding Permanent Bridge Fee Fund)

Development of National Highway Nos. 39 and 53

130. SHRI W. ANGOU SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the National Highways-39 and 53 would be taken up for double lanning during the IX Five Year Plan;

(b) the amounts reserved for the development of National Highway-39 and 53; and

(c) what are the reasons that Government has been ignoring National Highways-39 in Manipur?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Ninth Five Year Plan is yet to be finalised. Repending upon the availability of funds, widening of remaining stretches of NH 39 and NH 53 to two lanes would be taken up by the Border Road Organisation and Manipur PWD.

(b) The amounts earmarked for the development of NH 39 and 53 during 1997-98 are Rs. 14.43 crores and Rs. 7.44 crores respectively.

(c) All possible measures are being undertaken by the Government of India

for the development of NH 39 in a phased manner in Manipur.

Development of ports by Rites

131. SHRI YERRA NARAYANASWAMY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether RITES is doing consultancy work in Port development;

(b) if so, the details of such work entrusted to RITES; and

(c) the financial allocations for new Ports or Port development as recommended by RITES in Andhra Pradesh?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN): (a) Yes, Sir.

(b) A number of studies have been entrusted by Major Ports and Maritime States relating to port developments to RITES M/s RITES have been entrusted by the Ministry of Surface Transport the work of conducting a study on Perspective Plan for Indian Port Sector-Vision 2020 which will cover trafic projections critical examination of the existing conditions of the ports, their capacity and contraints, the scope for augmention of capacity in short and long term, identification and removal of other infrastructure contraints etc.

(c) RITES have not finalised the report.

Export of Cotton Fabrics

132. PROF. NAUNIHAL SINGH: Will the Minister of TEXTILES be pleased to state:

(a) whether it is a fact that the exports of cotton fabrics, particularly higher value earning mill grade cloth, is falling;

(b) if so, the reasons therefor; and

(c) whether any corrective steps have been taken by Government to arrest the falling exports?

THE MINISTER OF TEXTILES (SHRI R. L. JALAPPA): (a) and (b) During the period January-October, 97, there has been come decline in the quantitative exports of cotton fabrics, including mill-made cotton fabrics. The declining trend in exports is mainly due to the heightened competition from neighbouring countries and also due to the ongoing anti-dumping proceedings of the European Commission (EC) on import of Unbleached Cotton Fabrics, inter-alia, from India.

(c) Government have extended the facility of concessional duty imports of certain items of machinery used in the weaving, processing and garment industries with a view to encouraging exports of higher value added textile products, including mill-made cotton fabrics. Besides, a number of measures are being taken to boost the exports of textiles, including mill-made cotton fabrics, such as encouraging exporters to participate in buyer-seller meets, fairs and exhibitions; special arrangements for duty free import of raw materials for export production; ensuring increased availability of export credit etc. The Cotton Textiles Export Promotion Council has been contesting the EC's anti-dumping proceedings and have engaged a Belgian law firm, specialising in anti-dumping cases, for effectively defending the case.

Rehabilitation of textiles mill workers rendered jobless

133. SHRI BRAHMAKUMAR BHATT:
SHRIMATI URMILABEN CHIMANBHAI PATEL:

Will the Minister of TEXTILES be pleased to state:

(a) whether Government have any plan to rehabilitate the textile mill workers who have become jobless due to closure of the mills;

(b) if so, what are the provisions of these plans;